

WHAT IS CLAIMED IS:

1. A hybrid-vehicle power train connected to an engine, comprising:
 - a motor;
 - a planetary gear unit with at least three elements, namely, first and second input elements and an output element;
 - a first clutch for engaging/disengaging the first input element of the planetary gear unit with/from a final shaft of the power train;
 - a second clutch for engaging/disengaging the output element with/from the final shaft of the power train, and
 - a CVT unit having an input and a output shaft, the input shaft is connected to the engine and is drivingly connected to the second input element of the planetary gear unit, the output shaft is connected to the first input element;

wherein the motor is connected to the output shaft of the CVT unit.
2. The hybrid-vehicle power train according to claim 1 further comprising a third clutch for disengaging the power train from the engine, wherein the third clutch is arranged on upstream, in terms of power flow path, of both connection points; one between the input shaft of the CVT unit and the engine; the other between the input shaft and the second input element of the planetary gear unit.
3. The hybrid-vehicle power train according to claim 1, wherein the motor is disposed coaxially on the output shaft of the CVT unit.
4. The hybrid-vehicle power train according to claim 1, wherein the motor is drivingly connected to the output shaft of the CVT unit and is disposed on a shaft different from the output shaft of the CVT unit.
5. The hybrid-vehicle power train according to claims 1, wherein the CVT unit is disposed between the motor and the planetary gear unit.
6. The hybrid-vehicle power train according to claims 1, wherein the motor is disposed between the CVT unit and the planetary gear unit.
7. The hybrid-vehicle power train according to claims 1, wherein the motor is a motor-generator that also has a function of generating electricity.